WHAT IS CLAIMED IS:

1. A bicycle shift control device comprising:

a shift signal output unit for outputting shift signals; and

an inhibiting unit operatively coupled to the shift signal output unit for inhibiting the output of a second shift signal after the output of a first shift signal.

2. The device according to claim 1 wherein the inhibiting unit inhibits the output of the second shift signal for a predetermined standby time after the output of the first shift signal.

3. The device according to claim 2 wherein the predetermined standby time is constant for each shift signal.

4. The device according to claim 2 wherein the predetermined standby time comprises:

a first constant time for each shifting signal indicating an upshift;

a second constant time for each shifting signal indicating a downshift; and

wherein the first constant time is different from the second constant time.

5. The device according to claim 2 wherein the predetermined standby time is variable for each shift signal.

6. The device according to claim 5 wherein the predetermined standby time comprises:

a first variable time for each shifting signal indicating an upshift;

a second variable time for each shifting signal indicating a downshift; and

wherein the first variable time is different from the second variable time.

7. The device according to claim 1 further comprising a speed sensing unit operatively coupled to the shift signal output unit for sensing bicycle speed, wherein the shift signal output unit outputs shift signals in response to signals received from the speed sensing unit.

8. The device according to claim 7 wherein the inhibiting unit inhibits the output of the second shift signal for a predetermined standby time after the output of the first shift signal.

9. The device according to claim 8 wherein the predetermined standby time is constant for each shift signal.

10. The device according to claim 8 wherein the predetermined standby time comprises:

a first constant time for each shifting signal indicating an upshift;

a second constant time for each shifting signal indicating a downshift; and

wherein the first constant time is different from the second constant time.

11. The device according to claim 8 wherein the predetermined standby time is a function of the sensed bicycle speed

12. The device according to claim 11 wherein the predetermined time decreases as the sensed bicycle speed increases.

13. The device according to claim 8 wherein the predetermined standby time is variable for each shift signal.

14. The device according to claim 13 wherein the predetermined standby time comprises:

a first variable time for each shifting signal indicating an upshift;

a second variable time for each shifting signal indicating a downshift; and

wherein the first variable time is different from the second variable time.

15. The device according to claim 1 further comprising a revolution sensing unit operatively coupled to the shift signal output unit for sensing revolution of a bicycle component, wherein the shift signal output unit outputs shift signals in response to signals received from the revolution sensing unit.

16. The device according to claim 15 wherein the revolution sensing unit is operatively coupled to the inhibiting unit, and wherein the inhibiting unit inhibits the output of the second shift signal until the revolution sensing unit senses at least one revolution of the bicycle component after the output of the first shift signal.

17. The device according to claim 15 wherein the revolution sensing unit comprises a wheel revolution sensing unit.

18. The device according to claim 17 wherein the wheel revolution sensing unit is operatively coupled to the inhibiting unit, and wherein the inhibiting unit inhibits the output of the second shift signal until the wheel revolution sensing unit senses at least one revolution of a wheel after the output of the first shift signal.

19. The device according to claim 18 wherein the wheel revolution sensing unit comprises a plurality of sensing elements adapted to be circumferentially disposed on the bicycle wheel.

20. The device according to claim 15 wherein the revolution sensing unit comprises a crank arm revolution sensing unit.

21. The device according to claim 20 wherein the crank arm revolution sensing unit is operatively coupled to the inhibiting unit, and wherein the inhibiting unit inhibits the output of the second shift signal until the crank arm revolution sensing unit senses at least one revolution of a crank arm after the output of the first shift signal.

22. The device according to claim 1 further comprising a crank arm speed sensing unit operatively coupled to the inhibiting unit, wherein the inhibiting unit inhibits the output of the second shift signal for as long as a sensed crank arm speed is below a predetermined value.

23. The device according to claim 1 further comprising a crank arm speed sensing unit operatively coupled to the inhibiting unit, wherein the inhibiting unit inhibits the output of the second shift signal for as long as a sensed crank arm speed is above a predetermined value.

24. The device according to claim 1 further comprising a manually operated shift operating device operatively coupled to the shift signal output unit, wherein the shift signal output unit outputs shift signals in response to manipulation of the shift operating device.